KA / BG-GPO / 2515 / WPP-47 / 2006-2008



ಕರ್ನಾಟಕ ರಾಜ್ಯಪತ್ರ

ಅಧಿಕೃತವಾಗಿ ಪ್ರಕಟಿಸಲಾದುದು

ಸಂಪುಟ ೧೪೧	ಬೆಂಗಳೂರು, ಗುರುವಾರ, ಆಗಸ್ಟ್ ೧೭, ೨೦೦೬ (ಶ್ರಾವಣ ೨೬, ಶಕ ವರ್ಷ ೧೯೨೮)	ಸಂಚಿಕೆ ೩೩

ಭಾಗ - ೩

ಸರ್ಕಾರದ ಆಯಾ ಇಲಾಖೆಗಳ ಮುಖ್ಯಸ್ಥರ ಮತ್ತು ಸ್ಥಳೀಯ ಪ್ರಾಧಿಕಾರಿಗಳಿಗೆ ಸಂಬಂಧಿಸಿದ ಅಧಿಸೂಚನೆಗಳು

ಕರ್ನಾಟಕ ವಿದ್ಯುತ್ ಪ್ರಸರಣ ನಿಗಮ ನಿಯಮಿತ

ಕಾರ್ಯನಿರ್ವಾಹಕ ಇಂಜಿನಿಯರ್ (ವಿ) ರವರ ಕಛೇರಿ, ಬೃಹತ್ ಕಾಮಗಾರಿ ವಿಭಾಗ, ಕವಿಪ್ರನಿನಿ, ಶಿವಮೊಗ್ಗ

ಪ್ರಕಟಣೆ

ಕ್ರ.ಸಂ. ಕಾನಿಇಂ / ಬೃಕಾವಿಶಿ / 997, ದಿನಾಂಕ 1ನೇ ಜೂನ್ 2006

ಕರ್ನಾಟಕ ವಿದ್ಯುತ್ ಪ್ರಸರಣ ನಿಗಮ ನಿಯಮಿತವು 1948ರ ವಿದ್ಯುಚ್ಛಕ್ತಿ ಸರಬರಾಜು ಅಧಿನಿಯಮದ ಪ್ರಕರಣ 28(ಎ) ಅನ್ವಯ ಯೋಜನೆಯೊಂದನ್ನು ರೂಪಿಸಿದೆ ಮತ್ತು ಸದರಿ ಯೋಜನೆಯನ್ನು ಲೈಸೆನ್ಸ್‌ದಾರರು ಹಾಗೂ ಆಸಕ್ತರಾದ ಯಾವುದೇ ಮತ್ತು ಸದರಿ ಅಧಿನಿಯಮದ ಪ್ರಕರಣ 29 (ii) ರ ಅನ್ವಯ ಈ ಮೂಲಕ ಪ್ರಕಟಿಸಲಾಗಿದೆ. ಯೋಜನೆಯ ವಿವರಗಳು ಈ ಮುಂದಿನಂತಿದೆ. **ಯೋಜನೆಯ ಹೆಸರು :** ಚಿಕ್ಕಮಂಗಳೂರು ಜಿಲ್ಲೆ ಹೀರೆನಲ್ಲೂರು ಗ್ರಾಮದಲ್ಲಿ 110/11ಕೆವಿ 1X10 ಎಂ.ವಿ.ಎ. ಉಪ ಕೇಂದ್ರ ಸ್ಥಾಪಿಸುವುದು ಹಾಗೂ 110 ಕೆವಿ ಮಾರ್ಗವನ್ನು ನಿರ್ಮಿಸುವುದು.

ಪ್ರಮುಖ ಲಕ್ಷಣಗಳು : ಹೀರೆನಲ್ಲೂರು ಗ್ರಾಮದ ಸುತ್ತಮುತ್ತ ಪ್ರದೇಶಗಳ ವೋಲ್ಟೇಜ್ ಸ್ಥಿತಿಯನ್ನು ಸುಧಾರಿಸುವುದು ಮತ್ತು ಬೆಳೆಯುತ್ತಿರುವ ವಿದ್ಯುತ್ ಬೇಡಿಕೆಯನ್ನು ಭರಿಸುವುದು. **ಹಾದು ಹೋಗುವ ಪ್ರದೇಶಗಳು** ಹೀರೆನಲ್ಲೂರುನಿಂದ ಸುಮಾರು 5.4 ಕಿ. ಮೀಟರ್‌ಗಳು (110ಕೆವಿ ಮಾರ್ಗ ಬೀರೂರು, ಅಜ್ಜಂಪುರ ಗೋಪುರ ಸಂಖ್ಯೆ 26 ರ ಮಧ್ಯದಿಂದ) 110 ಕೆವಿ ಮಾರ್ಗವು ನಾಗಮಂಗಲ, ಹೀರೆನಲ್ಲೂರು, ಮೇಲಿನಹಳ್ಳಿ, ಸೋಮನಹಳ್ಳಿ ಸರಹದ್ದಿನ ಮೂಲಕ ಹಾದು ಹೋಗುವುದು. ಅಂದಾಜುವೆಚ್ಚ 400 ಲಕ್ಷಗಳು. ನಿಗಮವು ಮೇಲೆ ತಿಳಿಸಿರುವ ಯೋಜನೆಗಳನ್ನು ಕಾರ್ಯಗತಗೊಳಿಸಲು 1985 (1985ರ 18) ಭಾರತೀಯ ಟೆಲಿಗ್ರಾಫ್ ಕಾಯ್ದೆ ಭಾಗ-3 ರ ಅನ್ವಯ ಟೆಲಿಗ್ರಾಫ್ ಪ್ರಾಧಿಕಾರಿಗಳು ಹೊಂದಿರುವ ಎಲ್ಲಾ ಅಧಿಕಾರಿಗಳನ್ನು ಹೊಂದಿರುತ್ತದೆ. ಹಾಗೂ ಚಲಾಯಿಸುತ್ತದೆ. ಮೇಲಿನ ಯೋಜನೆಗಳಿಗೆ ಆಕ್ಷೇಪಣೆಗಳೇನಾದರೂ ಇದ್ದಲ್ಲಿ ನಿಗಮದ ಪರಿಗಣನೆಗಾಗಿ ಆಕ್ಷೇಪಣೆಗಳನ್ನು ಕಾರ್ಯನಿರ್ವಾಹಕ ಇಂಜಿನಿಯರ್ (ವಿ), ಬೃಹತ್ ಕಾಮಗಾರಿ ವಿಭಾಗ, ಕವಿಪ್ರನಿನಿ, ಶಿವಮೊಗ್ಗ ಇವರಿಗೆ ಪ್ರಕಟಣೆ ಪ್ರಕಟವಾದ ಎರಡು ತಿಂಗಳೊಳಗೆ ಕಳುಹಿಸಬಹುದು.

ಕಾರ್ಯನಿರ್ವಾಹಕ ಇಂಜಿನಿಯರ್ (ವಿ),
ಬೃಹತ್ ಕಾಮಗಾರಿ ವಿಭಾಗ, ಕವಿಪ್ರನಿನಿ, ಶಿವಮೊಗ್ಗ.

ಕರ್ನಾಟಕ ವಿದ್ಯುತ್ ಪ್ರಸರಣ ನಿಗಮ ನಿಯಮಿತ

ಕಾರ್ಯನಿರ್ವಾಹಕ ಇಂಜಿನಿಯರ್ (ವಿ) ರವರ ಕಛೇರಿ, ಬೃಹತ್ ಕಾಮಗಾರಿ ವಿಭಾಗ, ಕವಿಪ್ರನಿನಿ, ಶಿವಮೊಗ್ಗ

ಪ್ರಕಟಣೆ

ಕ್ರ.ಸಂ. ಕಾನಿಇಂ / ಬೃಕಾವಿಶಿ / 998, ದಿನಾಂಕ 1ನೇ ಜೂನ್ 2006

ಕರ್ನಾಟಕ ವಿದ್ಯುತ್ ಪ್ರಸರಣ ನಿಗಮ ನಿಯಮಿತವು 1948ರ ವಿದ್ಯುಚ್ಛಕ್ತಿ ಸರಬರಾಜು ಅಧಿನಿಯಮದ ಪ್ರಕರಣ 28(ಎ) ಅನ್ವಯ ಯೋಜನೆಯೊಂದನ್ನು ರೂಪಿಸಿದೆ ಮತ್ತು ಸದರಿ ಯೋಜನೆಯನ್ನು ಲೈಸೆನ್ಸ್‌ದಾರರು ಹಾಗೂ ಆಸಕ್ತರಾದ ಯಾವುದೇ ಮತ್ತು ಸದರಿ ಅಧಿನಿಯಮದ ಪ್ರಕರಣ 29 (ii) ರ ಅನ್ವಯ ಈ ಮೂಲಕ ಪ್ರಕಟಿಸಲಾಗಿದೆ. ಯೋಜನೆಯ ವಿವರಗಳು ಈ ಮುಂದಿನಂತಿದೆ. **ಯೋಜನೆಯ ಹೆಸರು :** ತ್ಯಾವರೆಚಟ್ನಳ್ಳಿ ಶಿವಮೊಗ್ಗ ತಾಲ್ಲೂಕು ಶಿವಮೊಗ್ಗ ಜಿಲ್ಲೆಯಲ್ಲಿನ 66/11ಕೆವಿ 1X12.5 ಎಂ.ವಿ.ಎ. ಉಪಕೇಂದ್ರ ಸ್ಥಾಪಿಸುವುದು ಹಾಗೂ 66 ಕೆವಿ ಲಿಲೋ ಮಾರ್ಗವನ್ನು ನಿರ್ಮಿಸುವುದು.

ಪ್ರಮುಖ ಲಕ್ಷಣಗಳು : ತ್ಯಾವರೆ ಚಟ್ನಳ್ಳಿಯ ಗ್ರಾಮದ ಸುತ್ತಮುತ್ತ ಪ್ರದೇಶಗಳ ವೋಲ್ಟೇಜ್ ಸ್ಥಿತಿಯನ್ನು ಸುಧಾರಿಸುವುದು ಮತ್ತು ಬೆಳೆಯುತ್ತಿರುವ ವಿದ್ಯುತ್ ಬೇಡಿಕೆಯನ್ನು ಭರಿಸುವುದು. **ಹಾದು ಹೋಗುವ ಪ್ರದೇಶಗಳು** ತ್ಯಾವರೆಚಟ್ನಳ್ಳಿ ಸುಮಾರು 800 ಮೀಟರ್‌ಗಳು ಡಿವಿಜಿ-1 ರ 66 ಕೆವಿ ಮಾರ್ಗದಿಂದ. ಅಂದಾಜುವೆಚ್ಚ 350 ಲಕ್ಷಗಳು. ನಿಗಮವು ಮೇಲೆ ತಿಳಿಸಿರುವ ಯೋಜನೆಗಳನ್ನು ಕಾರ್ಯಗತಗೊಳಿಸಲು 1985 (1985ರ 18) ಭಾರತೀಯ ಟೆಲಿಗ್ರಾಫ್ ಕಾಯ್ದೆ ಭಾಗ-3 ರ ಅನ್ವಯ ಟೆಲಿಗ್ರಾಫ್ ಪ್ರಾಧಿಕಾರಿಗಳು ಹೊಂದಿರುವ ಎಲ್ಲಾ ಅಧಿಕಾರಿಗಳನ್ನು ಹೊಂದಿರುತ್ತದೆ. ಹಾಗೂ ಚಲಾಯಿಸುತ್ತದೆ. ಮೇಲಿನ ಯೋಜನೆಗಳಿಗೆ ಆಕ್ಷೇಪಣೆಗಳೇನಾದರೂ ಇದ್ದಲ್ಲಿ ನಿಗಮದ ಪರಿಗಣನೆಗಾಗಿ ಆಕ್ಷೇಪಣೆಗಳನ್ನು ಕಾರ್ಯನಿರ್ವಾಹಕ ಇಂಜಿನಿಯರ್ (ವಿ), ಬೃಹತ್ ಕಾಮಗಾರಿ ವಿಭಾಗ, ಕವಿಪ್ರನಿನಿ, ಶಿವಮೊಗ್ಗ ಇವರಿಗೆ ಪ್ರಕಟಣೆ ಪ್ರಕಟವಾದ ಎರಡು ತಿಂಗಳೊಳಗೆ ಕಳುಹಿಸಬಹುದು.

ಪಿ.ಡಿ. 88

ಕಾರ್ಯನಿರ್ವಾಹಕ ಇಂಜಿನಿಯರ್ (ವಿ),
ಬೃಹತ್ ಕಾಮಗಾರಿ ವಿಭಾಗ, ಕವಿಪ್ರನಿನಿ, ಶಿವಮೊಗ್ಗ.

KARNATAKA POWER TRANSMISSION CORPORATION LIMITED
Office of the Executive Engineer Elecl., Mandya Major Works Division,
KPTCL, N.R. Mohalla, Mysore-7

NOTIFICATION

No. EEE/MWD/MDY/2006-07/1165-69, Dated: 1st June 2006

Karnataka Power Transmission Corporation Limited has formulated a scheme under section 28 and clause (e) of section 18 of the Electricity supply Act 1948 and the scheme is herewith published in pursuance of section 29(2) of the said Act, this notification is issued for information of the license holders and any other concerned persons. Particulars of the scheme are as hereunder :

Name of the Work	:	Construction of Proposed 66KV tap line from the existing 66KV S/C Mandya - Koppa line to the proposed 66/11KV S/S at Besagarahalli in Mandya District.
Salient Features and	:	To Improve Voltage condition & To meet future - Loads of Besagarahalli & its Surrounding areas.
Areas Passing through	:	Koppa, Belikere, Haragalavadi, Ajjadamanadoddi, Hosahalli, Muramanadoddi, Konsaledoddi, Gudidoddi, Haralahalli & Besagarahalli Limits.
Approximate length of the line	:	11.725 Km.
Approximate Cost	:	176.06 Lakhs.

KPTCL shall have and exercise all powers which the telegraph authorities possess under part-III of the Indian Telegraph Act 1985 (13 of 1985) for implementation of the above said scheme. Any objections regarding the above scheme shall be sent to the Executive Engineer Elecl., Major works Division, KPTCL, Mysore-7 within two months from the date of Publication of this notification for KPTCL's, pursuance.

Executive Engineer Elecl,
KPTCL., M.W. Division, Mandya.

KARNATAKA POWER TRANSMISSION CORPORATION LIMITED
Office of the Executive Engineer Elecl., Mandya Major Works Division,
KPTCL, N.R. Mohalla, Mysore-7

NOTIFICATION

No. EEE/MWD/MDY/2006-07/1165-69, Dated: 1st June 2006

Karnataka Power Transmission Corporation Limited has formulated a scheme under section 28 and clause (e) of section 18 of the Electricity supply Act 1948 and the scheme is herewith published in pursuance of section 29(2) of the said Act, this notification is issued for information of the license holders and any other concerned persons. Particulars of the scheme are as hereunder :

Name of the Work	:	Construction of Proposed 66KV tap line tapping from the existing 66KV S/C Mandya - Nagamangala line to the proposed 66/11KV S/S at Chikkamandya in Mandya District.
Salient Features and	:	To Improve Voltage condition & To meet future Loads of Chikkamandya & its Surrounding areas.
Areas Passing through	:	Chikkamandya Limits.
Approximate length of the line	:	0.46 Km.
Approximate Cost	:	16.99 Lakhs

KPTCL shall have and exercise all powers which the telegraph authorities possess under part-III of the Indian Telegraph Act 1985 (13 of 1985) for implementation of the above said scheme. Any objections regarding the above scheme shall be sent to the Executive Engineer Elecl., Major works Division, KPTCL, Mysore-7 within two months from the date of Publication of this notification for KPTCL's, pursuance.

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Executive Engineer Elecl,
KPTCL., M.W. Division, Mandya.

KARNATAKA POWER TRANSMISSION CORPORATION LIMITED
Office of the Executive Engineer Elecl., Ch. Nagar Major Works Division,
KPTCL, N.R. Mohalla, Mysore-7
NOTIFICATION
No. EEE/MWD/CHN/2006-07/1160-64, Dated: 1st June 2006

Karnataka Power Transmission Corporation Limited has formulated a scheme under section 28 and clause (e) of section 18 of the Electricity supply Act 1948 and the scheme is herewith published in pursuance of section 29(2) of the said Act, this notification is issued for information of the license holders and any other concerned persons. Particulars of the scheme are as hereunder :

Name of the Work	:	Construction of Proposed 66KV tap line tapping from the existing 66KV DC Chamarajanagar - Gundlupet line to the proposed 66/11KV S/S at Harve in Chamarajanagar District.
Salient Features and	:	Improvement of Voltage and meet future load growth in and around Harve.
Areas Passing through	:	Veeranapura, Nanjedevanapura, Halepura & Harve Limits.
Approximate length of the line	:	7.550 Km.
Approximate Cost	:	96.72 Lakhs.

KPTCL shall have and exercise all powers which the telegraph authorities possess under part-III of the Indian Telegraph Act 1985 (13 of 1985) for implementation of the above said scheme. Any objections regarding the above scheme shall be sent to the Executive Engineer Elecl., Major works Division, KPTCL, Mysore-7 within two months from the date of Publication of this notification for KPTCL's, pursuance.

P.D. 90

Executive Engineer Elecl,
KPTCL., M.W. Division, Chamarajanagar.

KARNATAKA POWER TRANSMISSION CORPORATION LIMITED
NOTIFICATION
No. EEE/BMWSD/AEE-1/1146-48, Dated: 28th June 2006

The Karnataka Power Transmission Corporation Limited have formulated a scheme under section 28 of the Electricity supply Act 1948 and the scheme is here with published in pursuance of section 29(ii) of the said Act. For information of the general public. Particulars of the scheme are as follows :

(1) Name of the Scheme :

a) Establishing 2x8MVA 66/11KV sub station at Venkatarayanadoddi in Kanakapura Taluk.

b) Proposed 66KV DC Line from existing Harohalli - T.K. Halli BWSSB express line to proposed 66KV sub station at Venkatarayanadoddi - 5.13 Km.

(2) **Salient Features :** To improve voltage condition in and around Kanakapura Taluk.

(3) **Line Passes through these Villages :** Venkatarayanadoddi, Kurubuhalli, Attihalli, Gerahalli, Vaderahalli.

(4) **Estimate Cost :** Rs. 99.12 Lakhs

The Corporation shall have and shall exercise all powers which the telegraph Act 1885 (13 of 1885) for carrying of above scheme. Objection to the scheme, if any should be sent to the Executive Engineer Ele., BMWSD, KPTCL, A.R. Circle, Bangalore-9, With in 2 months from the date of publication of the notification for consideration by corporation.

K. Shivalingappa
Executive Engineer Ele., Bangalore Major Works South Division., A.R. Circle, Bangalore.

ಕಾರ್ಯನಿರ್ವಾಹಕ ಅಭಿಯಂತರರು (ವಿ),
ಪಿ.ಡಿ. 91 ಬೆಂಗಳೂರು ಬೃಹತ್ ಕಾಮಗಾರಿ ನಗರ ವಿಭಾಗ, ಕ.ವಿ.ಪ್ರ.ನಿ. (ನಿ),
ಆನಂದರಾವ್ ವೃತ್ತ, ಬೆಂಗಳೂರು-560 009.

KARNATAKA POWER TRANSMISSION CORPORATION LIMITED
Office of the Executive Engineer Elecl., Ch. Nagar Major Works Division,
KPTCL, N.R. Mohalla, Mysore-7
NOTIFICATION
No. EEE/MWD/CHN/2006-07/1777-81, Dated: 28th June 2006

Karnataka Power Transmission Corporation Limited has formulated a scheme under section 28 and clause (e) of section 18 of the Electricity supply Act 1948 and the scheme is herewith published in pursuance of section 29(2) of the said Act, this notification is issued for information of the license holders and any other concerned persons. Particulars of the scheme are as hereunder :

Name of the Work	:	Construction of 66KV line from the 66/11KV S/S at Honnalli to the proposed 66/11KV S/S at Attigulipura in Chamarajanagar Taluk.
Salient Features and	:	Improvement of Voltage and to meet future load growth in and around Attigulipura.

Areas Passing through : Honnali, Amachavadi, Channappanapura, Kodiugane, Bisalavadi, Ellaikatte & Attigulipura Limits.
Approximate length of the line : 12.885 Km.
Approximate Cost : 183.00 Lakhs.

KPTCL shall have and exercise all powers which the telegraph authorities possess under part-III of the Indian Telegraph Act 1985 (13 of 1985) for implementation of the above said scheme. Any objections regarding the above scheme shall be sent to the Executive Engineer Elecl., Ch. nagar Major works Division, KPTCL, Mysore-7 within two months from the date of Publication of this notification for KPTCL's, pursuance.

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Executive Engineer Elecl,
KPTCL., M.W. Division, Chamarajanagar.

ಕರ್ನಾಟಕ ವಿದ್ಯುತ್ ಪ್ರಸರಣ ನಿಗಮ ನಿಯಮಿತ

ಸಂಖ್ಯೆ: ಇಇ / ಬೆಂ.ಬೃ.ಕಾ.ಉ.ವಿ. / ಎಇಇ-1 / ಕ-78 / 06-07 / 735, ದಿನಾಂಕ: 19ನೇ ಜೂನ್ 2006.

ಕ.ವಿ.ಪ್ರ.ನಿ.ನಿ. ಯು 1948 ರ ವಿದ್ಯುಚ್ಛಕ್ತಿ ಸರಬರಾಜು ಅಧಿನಿಯಮ ಪ್ರಕರಣದ 28ರ ಅನ್ವಯ ಯೋಜನೆಗಳನ್ನು ರೂಪಿಸಿದೆ ಹಾಗೂ ಸದರಿ ನಿಯಮದ ಪ್ರಕರಣ 29(II) ರ ಅನ್ವಯ ಈ ಮೂಲಕ ಯೋಜನೆಗಳನ್ನು ಸಾರ್ವಜನಿಕ ತಿಳುವಳಿಕೆಗಾಗಿ ಪ್ರಕಟಿಸುತ್ತಿದೆ. ಯೋಜನೆಯ ವಿವರಗಳು ಈ ರೀತಿ ಇವೆ.

1) ಯೋಜನೆ ಹೆಸರು : ಬೆಂಗಳೂರಿನ ಕೆಂಗೇರಿ ಉಪನಗರ ವ್ಯಾಪ್ತಿಯಲ್ಲಿ 2X20 ಎಂ.ವಿ.ಎ. 66/11 ಕೆ.ವಿ. ವಿದ್ಯುತ್ ಉಪ ಕೇಂದ್ರವನ್ನು ಸ್ಥಾಪಿಸುವ ಸಂಬಂಧ ಮತ್ತು 66/11 ಕೆ.ವಿ. ಕುಂಬಳಗೋಡು ಉಪ ಸ್ಥಾವರದಿಂದ 66 ಕೆ.ವಿ. ಸಿಂಗಲ್ ಸರ್ಕ್ಯೂಟ್ 11 ಕಿ.ಮೀ. ಉದ್ದದ ಮಾರ್ಗವನ್ನು ಕೆಂಗೇರಿ ಉಪನಗರಕ್ಕೆ ನಿರ್ಮಿಸುವುದು

2) ಯೋಜನೆಯ ಪ್ರಯೋಜನಗಳು : ಬೆಂಗಳೂರಿನ ಕೆಂಗೇರಿ ಉಪನಗರ ಸುತ್ತಮುತ್ತಲ ಪ್ರದೇಶಗಳಿಗೆ ಗುಣಮಟ್ಟದ ವಿದ್ಯುತ್ ಸರಬರಾಜು ಮಾಡುವುದು.

3) ಹಾದು ಹೋಗುವ ಹಳ್ಳಿಗಳು : ಕುಂಬಳಗೋಡು ಕೈಗಾರಿಕ ಪ್ರದೇಶ, ತೆಗಚಿ ಕುಪ್ಪೆ, ಕಂಬಳೀಪುರ, ಕುಂಬಳಗೋಡು, ಗೇರು ಪಾಳ್ಯ, ಬೀಮನಕುಪ್ಪೆ, ಚೆಲ್ಲಘಟ್ಟ, ರಾಮನಹಳ್ಳಿ, ಕೊಮ್ಮಘಟ್ಟ ಮತ್ತು ಕೆಂಗೇರಿ ಉಪನಗರ ಇತ್ಯಾದಿ.

4) ಅಂದಾಜು ವೆಚ್ಚ : ರೂ. 796.23 ಲಕ್ಷಗಳು.

ಕರ್ನಾಟಕ ವಿದ್ಯುತ್ ಪ್ರಸರಣ ನಿಗಮ ನಿಯಮಿತ ಮೇಲೆ ತಿಳಿಸಿರುವ ಯೋಜನೆಗಳನ್ನು ಕಾರ್ಯಗತಗೊಳಿಸಲು 1885ರ ಭಾರತೀಯ ಟೆಲಿಗ್ರಾಫ್ ಅಧಿನಿಯಮ ಭಾಗ (III) ರ (ಕೇಂದ್ರೀಯ ಕಾಯದೆ 1885ರ 13) ಅನ್ವಯ ಟೆಲಿಗ್ರಾಫ್ ಪ್ರಾಧಿಕಾರಿಗಳು ಹೊಂದಿರುವ ಎಲ್ಲಾ ಅಧಿಕಾರಗಳನ್ನು ಹೊಂದಿರುತ್ತದೆ. ಸದರಿ ಯೋಜನೆಗಳಿಗೆ ಆಕ್ಷೇಪಣೆಗಳೇನಾದರೂ ಇದ್ದಲ್ಲಿ ನಿಗಮದ ಗಮನಕ್ಕೆ ಆಕ್ಷೇಪಣೆಗಳನ್ನು ಈ ಪ್ರಕಟಣೆ ಪ್ರಕಟವಾದ 15 ದಿನಗಳ ಒಳಗೆ ಈ ಕೆಳ ಸಹಿದಾರರ ಕಛೇರಿಗೆ ಕಳುಹಿಸಬಹುದು.

ಕಾರ್ಯನಿರ್ವಾಹಕ ಇಂಜಿನಿಯರ್ (ವಿ),
ಪಿ.ಡಿ. 93 ಬೆಂಗಳೂರು ಬೃಹತ್ ಕಾಮಗಾರಿ ಉತ್ತರ ವಿಭಾಗ,
ಕ.ವಿ.ಪ್ರ.ನಿ.ನಿ., ಆನಂದರಾವ್ ವೃತ್ತ, ಬೆಂಗಳೂರು - 09.

ಕರ್ನಾಟಕ ವಿದ್ಯುತ್ ಪ್ರಸರಣ ನಿಗಮ ನಿಯಮಿತ

ಕಾರ್ಯನಿರ್ವಾಹಕ ಇಂಜಿನಿಯರ್ (ವಿದ್ಯುತ್) ರವರ ಕಛೇರಿ, ಬೃಹತ್ ಕಾಮಗಾರಿ ವಿಭಾಗ, (ಉಡುಪಿ), ಕವಿಪ್ರನಿನಿ., ಕಾವೂರು, ಮಂಗಳೂರು

ಸಂಖ್ಯೆ: ಕಾನಿಇಂ / ಸಕಾನಿಇಂ / ಬೃಕಾಉವಿ / ಉಡುಪಿ / ಸಕಾನಿಇಂ(ಕ) / 1269, ದಿನಾಂಕ 13ನೇ ಜೂನ್ 2006

ಕರ್ನಾಟಕ ವಿದ್ಯುತ್ ಪ್ರಸರಣ ನಿಗಮ ನಿಯಮಿತವು, 1948ರ ವಿದ್ಯುಚ್ಛಕ್ತಿ ಸರಬರಾಜು ಅಧಿನಿಯಮದ ಸೆಕ್ಷನ್ 28(1) ರ ಅನ್ವಯ ಈ ಕೆಳಕಂಡ ಯೋಜನೆಯನ್ನು ರೂಪಿಸಿರುತ್ತದೆ ಮತ್ತು ಅದನ್ನು ಮೇಲೆ ತಿಳಿಸಿರುವ ಕಾಯ್ದೆಯ ಸೆಕ್ಷನ್ 28(3) ರ ಅನ್ವಯ ಸಂಬಂಧಪಟ್ಟ ವ್ಯಕ್ತಿಗಳ ಮಾಹಿತಿಗಾಗಿ ಈ ಮೂಲಕ ಪ್ರಕಟಿಸಲಾಗಿದೆ. ಯೋಜನೆಯ ವಿವರಗಳು ಈ ಕೆಳಕಂಡಂತಿವೆ.

1	ಯೋಜನೆಯ ಹೆಸರು	ಉಡುಪಿ ಜಿಲ್ಲೆ, ಕಾರ್ಕಳ ತಾಲ್ಲೂಕಿನಲ್ಲಿರುವ 220/110/11 ಕೆ.ವಿ. ಕೇಮಾರ್ ವಿದ್ಯುತ್ ವಿತರಣಾ ಕೇಂದ್ರದಿಂದ ಪ್ರಸ್ತಾವಿತ 110/33/11 ಕೆ.ವಿ. ನಂದಿಕೂರು ವಿದ್ಯುತ್ ಉಪ ಕೇಂದ್ರದವರೆಗೆ 220/110 ಕೆ.ವಿ. ಬಹುಮಂಡಲ ಗೋಪುರಗಳ ಮೇಲೆ 110 ಕೆ.ವಿ. ಜೋಡಿ ವಿದ್ಯುತ್ ಪ್ರಸರಣ ಮಾರ್ಗವನ್ನು ನಿರ್ಮಿಸುವುದು.
2	ಪ್ರಮುಖ ಲಕ್ಷಣಗಳು	ಸಾಂಪ್ರದಾಯಿಕವಾದ ಜಿ.ಐ. ಲ್ಯಾಟೀಸ್ ಮಾದರಿಯ ಗೋಪುರಗಳ ಮೇಲೆ ಲಿಂಕ್ಸ್ ಎ.ಸಿ.ಎಸ್.ಆರ್. ವಾಹಕವನ್ನು ಉಪಯೋಗಿಸಿ, ಸುಮಾರು 23 ಕಿ.ಮೀ. ಉದ್ದದ ಪ್ರಸ್ತಾವಿತ ಜೋಡಿ ವಿದ್ಯುತ್ ಪ್ರಸರಣಾ ಮಾರ್ಗದ ನಿರ್ಮಾಣ
3	ಹಾದು ಹೋಗುವ ಪ್ರದೇಶಗಳು	ನಂದಿಕೂರು, ಕಾಪು, ಪಡುಬಿದ್ರಿ, ಪ್ರದೇಶಗಳಿಗೆ ಉತ್ತಮ ಗುಣಮಟ್ಟದ ಹಾಗೂ ನಿರಂತರ ವಿದ್ಯುತ್ ಸರಬರಾಜು ಮತ್ತು ಸುತ್ತಮುತ್ತಲಿನಲ್ಲಿ ಬೆಳೆಯುತ್ತಿರುವ ವಿದ್ಯುತ್ ಬೇಡಿಕೆಯನ್ನು ಪೂರೈಸುವ ಸಲುವಾಗಿ ಕೈಗೊಳ್ಳಲಾದ ಈ ಪ್ರಸ್ತಾವಿತ ವಿದ್ಯುತ್ ಮಾರ್ಗವು 35 ಮೀಟರ್ ಕಾರಿಡಾರ್ ಅಗಲವನ್ನು ಹೊಂದಿದ್ದು ಉಡುಪಿ ಮತ್ತು ಕಾರ್ಕಳ ತಾಲ್ಲೂಕುಗಳ ಈ ಕೆಳಕಂಡ ಪ್ರದೇಶಗಳಲ್ಲಿ ಹಾದು ಹೋಗುತ್ತದೆ. ಕೇಮಾರ್ - ದೂಪದ ಕಟ್ಟೆ - ನಿಟ್ಟೆ - ಹಳೆಕಟ್ಟೆ - ಕಲ್ಯಾ - ನಂದಳಿಕೆ - ಬೆಳ್ಮಣ್ - ಸಾಂತೂರು ಕೊಪ್ಪಲ - ಅಡವಿ - ನಂದಿಕೂರು.
4	ಪ್ರಸರಣ ಮಾರ್ಗದ ಅಂದಾಜು ಮೌಲ್ಯ	ಸಾಮಗ್ರಿ ಮತ್ತು ಲೇಬರ್ ವೆಚ್ಚ ಸೇರಿಸಿ ಅಂದಾಜು 1500 ಲಕ್ಷ ರೂಪಾಯಿಗಳು.

ಮೇಲೆ ತಿಳಿಸಿರುವ ಯೋಜನೆಯನ್ನು ಕಾರ್ಯಗತಗೊಳಿಸಲು ಕರ್ನಾಟಕ ವಿದ್ಯುತ್ ಪ್ರಸರಣ ನಿಗಮ ನಿಯಮಿತವು, ಭಾರತೀಯ ಟೆಲಿಗ್ರಾಫಿಕ್ ಕಾಯಿದೆ 1985 (1885 ರ 18) ಅಧಿನಿಯಮ ಭಾಗ - III ರ ಅನ್ವಯ ಟೆಲಿಗ್ರಾಫ್ ಪ್ರಾಧಿಕಾರಿಗಳು ಹೊಂದಿರುವ ಎಲ್ಲಾ ಅಧಿಕಾರಗಳನ್ನು ಹೊಂದಿರುತ್ತದೆ ಹಾಗೂ ಚಲಾಯಿಸುತ್ತದೆ. ಮೇಲಿನ ಪ್ರಸ್ತಾವಿತ ಯೋಜನೆಗೆ ಆಕ್ಷೇಪಣೆಗಳೇನಾದರೂ ಇದ್ದಲ್ಲಿ, ನಿಗಮದ ಪರಿಗಣನೆಗಾಗಿ ಆಕ್ಷೇಪಣೆಗಳನ್ನು ಈ ಪ್ರಕಟಣೆ ಪ್ರಕಟವಾದ ಎರಡು ತಿಂಗಳೊಳಗಾಗಿ ಈ ಕೆಳಗಿನ ಕಛೇರಿಗೆ ಕಳುಹಿಸುವುದು.

ಕಾರ್ಯನಿರ್ವಾಹಕ ಇಂಜಿನಿಯರ್ (ವಿದ್ಯುತ್),
ಪಿ.ಡಿ. 92 ಬೃಹತ್ ಕಾಮಗಾರಿ ವಿಭಾಗ, (ಉಡುಪಿ), ಕವಿಪ್ರನಿನಿ., ಕಾವೂರು, ಮಂಗಳೂರು.

NEW MANGALORE PORT TRUST
Traffic Department, Panambur 575010,
NOTIFICATION
No. 36/1/2006 - TGA.6 (SOR), dated: 10th August 2006.

Sub : New Mangalore Port Trust - Traffic Department - General Revision of Scale of Rates - Reg

In exercise of the Powers conferred by section 48, 49 and 50 of the Major Port Trust Act 1963 (38 of 1963) the Tariff Authority for Major Ports has passed an order for general revision of Scale of Rates of NMPT effective from 13th July 2006 to 31st March 2009, in respect of vessel related, cargo related and Miscellaneous charges and communicated to the Chairman, New Mangalore Port Trust vide letter No. TAMP/42/2005-NMPT, dated 14.06.2006 by the Director, TAMP.

The above Notification has already been published in Part-III section 4 of the Gazette of India, Extraordinary, by the Tariff Authority for Major Ports, Mumbai, vide Notification No. TAMP/42/2005-NMPT in Gazette no. 99 & 110 dtd 13th June & 19th July 2006 respectively.

The revised Scale of Rates will come into effect from 13th July 2006, and will be in force upto 31st March 2009.

TRAFFIC MANAGER
NEW MANGALORE PORT TRUST

(To be published in Part - III Section 4 of the Gazette of India, Extraordinary)
TARIFF AUTHORITY FOR MAJOR PORTS
NOTIFICATION
No. TAMP/42/2005 - NMPT, Mumbai, dated June 2006.

In exercise of the Powers conferred by section 48, 49 and 50 of the Major Port Trust Act 1963 (38 of 1963) the Tariff Authority for Major Ports hereby disposes of the proposal of the New Mangalore Port Trust (NMPT) for general revision of its Scale of Rates as in the Order appended hereto.

A.L. BONGIRWAR
Chairman

Annex-III

NEW MANGALORE PORT TRUST
SCALE OF RATES
CHAPTER – I
Definitions and General Terms and Conditions

1.1. Definitions – General

In this Scale of Rates unless the context otherwise requires, the following definitions shall apply:

(i) "Coastal Vessel" shall mean any vessel exclusively employed in trading between any port or place in India to any other port or place in India having a valid coastal licence issued by the competent authority.

(ii) "Foreign - going vessel" shall mean any vessel other than coastal vessel.

1.2. General Terms & Conditions

(i) The Status of the vessel, as borne out by its certification by the Customs or the Director General of Shipping, shall be the deciding factor for its classification as 'coastal' or 'foreign-going' for the purpose of levy of vessel related charges; and, the nature of cargo or its origin will not be of any relevance for this purpose.

(ii) (a). Vessel related charges shall be levied on ship owners/steamer agents. Wherever rates have been denominated in US dollar terms the charges shall be recovered in Indian Rupees after conversion of US currency to its equivalent Indian Rupees at the Market Buying Rate notified by the Reserve Bank of India, State Bank of India or its associates or any other Public Sector Banks as may be specified from time to time. The date of entry of the vessel into the port limits shall be reckoned with as the day for such conversion.

(b) Container related charges denominated in US dollar terms shall be collected in equivalent Indian Rupees. For this purpose, the Market Buying Rate prevalent on the date of entry of the vessel in case of import containers and on the date of arrival of containers in the port premises in the case of export containers shall be reckoned as the day for such conversion of dollar denominated charges.

(iii). A regular review of exchange rate shall be made once in thirty days from the date of arrival of the vessel in cases of vessels staying in the port for more than thirty days. In such cases, the basis of billing shall change prospectively with reference to the appropriate exchange rate prevailing at the time of the review.

(iv) (a). A foreign going vessel of Indian flag having a General Trading Licence can convert to coastal run on the basis of a Customs Conversion Order.

(b) A foreign going vessel of Foreign flag can convert to coastal run on the basis of a Coastal Voyage Licence issued by the Director General of Shipping.

(c). In cases of such conversion, coastal rates shall be chargeable by the load port from the time the vessel starts loading coastal goods.

(d). In cases of such conversion, coastal rates shall be chargeable only till the vessel completes coastal cargo discharging operations; immediately thereafter, foreign going rates shall be chargeable by the discharge Ports.

(e). For dedicated Indian Coastal vessels having a Coastal Licence from Director General of Shipping, no other documents will be required to be entitled to coastal rates.

(v). (a). The vessel related charges for all Coastal vessels should not exceed 60% of the corresponding charges for other vessels.

(b). The cargo / container related charges for all coastal cargo / containers, other than thermal coal, POL including crude oil, Iron Ore and Iron pellets, should not exceed 60% of the normal cargo / container related charges.

(c). In case of cargo related charges, the concessional rates should be levied on all the relevant handling charges for ship-shore transfer and transfer from / to quay to / from storage yard including wharfage.

(d). In case of container related charges, the concession will be applicable on all the relevant charges for ship-shore transfer, and transfer from / to quay to / from storage yard as well as wharfage on cargo and containers.

(e). Cargo/ container from a foreign port which reaches an Indian Port ‘A’ for subsequent transhipment to Indian Port ‘B’ will be levied the concession charges relevant for its coastal voyage. In other words, cargo/ containers from/to Indian Ports carried by vessels permitted to undertake coastal voyage will qualify for the concession.

(f). The charges for coastal cargo/ containers/ vessels shall be denominated and collected in Indian Rupee.

(vi). Interest on delayed payments/refunds:

(a). The user shall pay interest at the rate of 12.25% per annum, on the delayed payments of any charge under the Scale of Rates.

(b). Likewise, the Port Trust shall pay penal interest at the rate of 12.25% per annum on delayed refunds.

(c). The delay in refunds will be counted beyond twenty days from the date of completion of services or on production of all the documents required from the user whichever is later.

(d). Delay in payments by user will be counted only 10 days after the date of raising the bills by NMPT. This provision will, however, not apply to the cases where payment is to be made before availing the services/use of port properties as stipulated in the MPT Act. 1963 and/or where payment of charges in advance is prescribed as a condition in the Scale of Rates.

(vii). No refund shall be made unless the amount refundable is Rs.100/- or less. Likewise, NMPT will not raise any supplementary or under charge bills, if the amount due to port is Rs. 100/- or less.

(viii). All charges worked out shall be rounded off to the next higher rupee in each category.

(ix). (a). The rates prescribed in the Scale of Rates are ceiling levels; likewise, rebates and discounts are floor levels. The NMPT may, if they so desire, charge lower rates and/or allow higher rebates and discounts.

(b). The port may also, if they so desire rationalise the prescribed conditionalities governing the application of rates prescribed in the Scale of Rates if such rationalisation gives relief to the users in rate per unit and the unit rates prescribed in the Scale of Rates do not exceed the ceiling level.

(c). The ports should notify the public such lower rates and/or rationalisation of the conditionalities governing the application of such rates and continue to notify the public any further changes in such lower rates and/or in the conditionalities governing the application of such rates provided the new rates fixed shall not exceed the rates notified by the TAMP.

(x). The users shall not be required to pay charges for delays beyond a reasonable level attributable to the NMPT.

CHAPTER-II
VESSEL RELATED CHARGES

2.1. Port Dues

Vessels chargeable (Sea going vessels of 15 tonnes and above)	Rate per GRT		Frequency of payment in respect of the same vessel	
	Foreign-going vessel (in US $)	Coastal vessel (in Rs.)	Foreign-going vessel	Coastal vessel
(i). Ships/ steamers	0.143	2.32	Each entry	Each entry
(ii). Tugs, Launches, Barges, etc. Not included above	0.040	1.07	Each entry	Each entry

Notes:

1. ‘Ship” means a vessel propelled solely by wind power and ‘Steamer” means any vessel other than a ship. In respect of sailing vessels fitted with auxiliary engines charges shall be levied at the rate applicable to ships.
2. A vessel entering the port in ballast and not carrying passengers shall be charged with only 75% of the port dues with which she would otherwise be chargeable.
3. A vessel entering the port but not discharging or taking in any cargo or passenger (with the exception of such un-shipment and reshipment as may be necessary for the purpose of repairs) shall be charged with only 50% of the port dues with which she would otherwise be chargeable.
4. A LASH vessel making a ‘second call’ to pick up empty and/or laden fleeting LASH barges shall be treated as a vessel entering the Port but not discharging or taking any cargo or passengers therein, as described in Section 50B of the Major Port Trusts Act, and shall not be charged any Port Dues.
5. No Port dues shall be levied in respect of:

   (i). any pleasure yatch; or,

   (ii). any vessel which having left the port is compelled to re-enter it by stress of weather or in consequence of having sustained any damage.
6. For oil tankers with segregated ballast, the reduced gross tonnage that is indicated in the remarks column of its International Tonnage Certificate will be taken to be its gross tonnage for the purpose of levying port dues.

2.2. Pilotage:

Classification of the vessels	Rate per GRT	
	Foreign-going Vessel (in US $)	Coastal vessel (in Rs.)
(i). For Pilotage both inward and outward		
(a). Upto 30,000 GRT	0.320 subject to a minimum of US$ 960	8.55 subject to a minimum of Rs.25,661.00
(b). 30,001 to 60,000 GRT	US $ 9600 + US $ 0.256 per GRT over 30,000 GRT	Rs.2,56,608 + Rs.6.84 per GRT over 30,000 GRT
(c). 60,001 GRT and above	US $ 17280 + 0.224 per GRT over 60,000 GRT	Rs.461894 +Rs.5.99 per GRT over 60,000 GRT
	Rate per vessel	
(ii). (a). Barges, Tugs, Launches, etc., not specified above and sailing vessels [with/without auxiliary engines] and fishing vessels upto GRT 199	US $ 71.34 per vessel	Rs. 1907.00 per vessel
(iii). 200 GRT and above	US $ 107.00 per vessel	Rs.2860.00 per vessel

Notes:

1. Pilotage-cum-towage fee will be composite fee and shall include one inward and one outward movement with services of Ports' pilots for to and fro pilotage and towage with required number of tugs/launches of adequate capacity and shifting/s of vessel for 'Port convenience' and supply of mooring boats.
2. No charges for shifting shall be levied for shifting of a vessel for port convenience.

   (i). "Port convenience" is defined to mean the following: -

   (a). If a working cargo vessel at berth or any vessel at mooring is shifted / unberthed for undertaking dredging work/hydrographic survey work or for allotting a berth for the dredger or for attending to repairs to berths, maintenance and such other similar works whereby shifting/pilotage is necessitated, such shifting/pilotage shall be considered as "shifting for port convenience". The shifting/pilotage made to reposition such shifted vessel shall also be considered as "shifting for port convenience"

   (b). For shifting/pilotage of any vessel for the convenience of /benefit of another vessel, the vessel benefited is liable to pay the shifting/pilotage charges for shifting and repositioning of the vessel shifted.

3. (i). Shifting at the request of vessels will attract separate shifting charges as prescribed below:

Shifting Charges:

Classification of the vessels	Rate per GRT	
	Foreign-going vessel (in US $)	Coastal vessel (in Rs.)
(i). (a). Upto 30,000 GRT	0.08 subject to a minimum of US$ 240	2.14 subject to a minimum of Rs.6415.20
(b). 30,001 to 60,000 GRT	US $ 2400 + US $ 0.064 per GRT over 30,000 GRT	Rs.64152 + Rs.1.71 per GRT over 30,000 GRT
(c). 60,001 GRT and above	US $ 4320 + 0.056 per GRT over 60,000 GRT	Rs.115474 +Rs.1.50 per GRT over 60,000 GRT
	Rate per vessel	
(ii). (a). Barges, Tugs, Launches, etc., not specified above and sailing vessels [with/without auxiliary engines] and fishing vessels upto GRT 199	US $ 17.84 per vessel	Rs. 477.00 per vessel
(b). 200 GRT and above	US $ 26.75 per vessel	Rs. 715.00 per vessel

(ii). When tugs are not used for shifting, 50% concession shall be given on shifting charges.

4. The shifting charges prescribed above are for the movement of vessels within the dock basin. Movement from / to anchorage outside the dock basin qualifies for a second set of pilotage fee.
5. If the status of the vessel is changed during its stay in the Port, from foreign run to coastal run or vice-versa, then the consolidated pilotage should be divided into two equal halves (i.e. one for inward and other for outward pilotage) which should be charged according to the status of the vessel prevailing at the time of taking place of relevant movement.
6. Where a movement of a vessel is aborted or had to be changed due to reasons like tug failure, insufficiency of length, lack of proper fenders, etc., for which the vessel is not at fault, no charge shall be levied for the unsuccessful operation involved till she occupies allotted berth.

7. For piloting a vessel on cold move as certified by the Master of the vessel namely without the power of the engine of the vessel partly or fully in any operation, a surcharge of 20% shall be levied over the rates payable as per the Schedule of pilotage charges prescribed above.
8. During the course of hot movements, if a vessel fails to offer its full power for a duration not exceeding five minutes, it shall not be considered as cold move.
9. In the event of the vessel carrying a pilot outside the port limits for unavoidable reasons, the Master shall be bound to leave the pilot at the next nearest port and Master, Owner or his representatives shall be responsible for the repatriation and all connected formalities thereof and also be liable to pay all expenses incurred in the matter of boarding, lodging, other reasonable expenses and repatriation of the Pilot thus over carried. In addition, compensation at the rate of Rs.76.00 for coastal vessels or US$ 2.84 for foreign going vessel per hour shall be payable by the Master of the vessel till the pilot reports back to duty at the port.

2.3. Detention charges of the vessels:

Sl. No.	Description	Foreign-going vessel (in US $)	Coastal vessel (in Rs.)
(i).	For cancellation of a requisition for the services of a Pilot with less than 2 hours notice for pilotage between 0600 hours to 1800 hours or with less than 6 hours notice for pilotage between 1800 hours and 0600 hours.	71.34	1907.00
(ii).	For detention of Pilot by a Steamer for more than 30 minutes beyond the time for which the requisition was made.		
	(a). For 1st hour or part thereof (b). For every subsequent hour or part thereof.	35.66 29.73	953.20 794.70

Note:

In case where a pilot boards a Steamer but has to return on being informed that his services are not required, cancellation charges specified in sub-item (i) above shall be levied. If a Pilot is made to wait for more than 30 minutes after boarding the vessel before being informed that his services are not required, charges specified in sub-item (ii) above shall be levied in addition to cancellation charges.

2.4. Berth hire Charges:

2.4.1. Berth Hire charges for occupation of berths where wharf cranes are installed

Classification of the Vessel	Rate per hour or part thereof per GRT	
	Foreign-going vessel (in US $/cents)	Coastal vessel (in Rs).
Vessel other than oil tanker		
All Vessels irrespective of GRT	0.21 cents subject to a minimum of US $ 7.50	0.056 subject to a minimum of Rs.200.50

2.4.2. Berth Hire charges for occupation of berths where wharf cranes are not installed

Classification of the Vessel	**Rate per hour or part thereof per GRT**	
	Foreign-going vessel (in US $/cents)	**Coastal vessel (in Rs).**
Vessel other than oil tanker		
All Vessels irrespective of GRT	0.17 cents subject to a minimum of US $ 6	0.045 subject to a minimum of Rs.160.40

2.4.3. Oil Tankers and Other Vessels:

Classification of the Vessel	Rate per hour or part thereof per GRT	
	Foreign-going vessel (in US $/cents)	Coastal vessel (in Rs).
(i). Tankers / Oil Tankers	0.25 Cents subject to a minimum of US $ 4.95	0.067 subject to a minimum of Rs.132.30
(ii). Sailing vessels, Barges, Tugs (vessels other than steamer & Tankers)	US $ 3.096 Per vessel/ hour	82.75 Per vessel/ hour
(iii). Fishing vessels/ Trawlers	US $ 0.495 Per vessel/ hour	13.25 Per vessel/ hour
(iv). Double Banking	Whenever a vessel is double banked with other vessel occupying a berth, it will be charged 50% of the berth hire specified above.	

(v). Mother ships:

(a). If the mother ships are berthed alongside a wharf, all the charges as applicable to other merchant vessels shall be recoverable.

(b). If anchored at outer anchorage, there will be no pilotage fees, berth hire, mooring charges and tug hire charges.

(c). If anchored at inner anchorage, all applicable vessel related charges excluding berth hire shall be recovered.

(vi). **Lash Barges**:

(a). The berth hire charges shall be levied at the rate of Rs.12.05 per barge per hour or pert thereof for coastal vessel or US$ 0.45 per barge per hour or part thereof for foreign going during the process of loading and unloading of cargo.

(b). When the barges wait at the safe fleeting area, they shall be charged at Rs.4.00 per barge per hour or part thereof for coastal vessel or US$ 0.15 per barge per hour or part thereof for a foreign going vessel.

(c). The charges for towing of barge shall be according to the rate prescribed for tugs or launches, as the case may be.

Notes:

1. Berth hire shall be levied per hour from the time of completion of mooring of a vessel in a berth or when its anchoring is completed, whichever is later.

2. (i). Berth hire shall stop 4 hours after the time of the vessel signaling its readiness to sail. A penal berth hire equal to berth hire charges for one day's berth hire charge (i.e.24 hours) shall be levied for a false signal.

   "False signal" would be when a ship signals readiness and asks for a pilot in anticipation even when she is not ready for un-berthing due to engine not being ready or cargo operation not completed or such other reasons attributable to the vessel. This excludes the signalling readiness when a ship is not able to sail due to unfavourable tide, lack of night navigation or adverse weather conditions."

   (ii). The time limit prescribed for cessation of berth hire shall exclude the ship's waiting time for want of favourable tidal conditions or on account of inclement weather or due to absence of night navigation facilities.

3. A vessel which owing to an impending cyclone, elects to stay in the Port after being duly warned by the Port authorities, shall be charged at the specified rates for the period covered by warning and commencing in the case of a vessel which has not completed its loading or unloading at the time of warning, from the day after the loading or unloading has been completed.

4. The vessel for whose convenience an adjacent berth(s) is (are) kept vacant due to the nature of cargo to be handled at that particular berth shall be charged berth hire charges applicable to the berths kept vacant in addition to berth hire charge for the berth occupied by the vessel.

5. Penal charges for unauthorised occupation of berths; without prejudice to any other course of action in accordance with the relevant provisions of law, rules and regulations, berth hire charges for the unauthorised occupation of a berth in the Port shall be levied at the following rates after giving 8 hours advance intimation or notice in writing to the agents / owner of the vessels concerned:

(i).	Upto 3 days or part thereof	:	At three times the rate of berth hire charges .
(ii).	Above 3 and upto 6 days	:	At four times the rate of berth hire charges .
(iii).	Above 6 and upto 9 days	:	At five times the rate of berth hire charges.
(iv).	Above 9 days and so on for subsequent days	:	At six times the rates of berth hire charges and so on.

6. No berth hire shall be levied for the period when the vessels idle at its berths due to break down of port equipment or power failure or any other reasons attributable to the port.

7. **Priority Berthing or Ousting priority**

(i). For providing priority berthing to any vessel, a fee equivalent to berth hire charges for single day (24 hours) or 75% of the berth hire charges calculated for a total period of actual stay of the vessel at the berth, whichever is higher, shall be charged.

(ii). For providing ousting priority berthing to any vessel, a fee equivalent to berth hire charges for single day (24 hours) or 100% of the berth hire charges calculated for a total period of actual stay of the vessel at the berth, whichever is higher, shall be charged.

(iii). The fee for according 'priority' /ousting' as indicated above shall be charged from all vessels, except the following categories:

(a). Vessels carrying cargo on account of the Ministry of Defence.
(b). Defence vessels coming on goodwill visits.
(c). Vessels hired for the purpose of Antartica expedition by the Department of Ocean Development.
(d). Any other vessel for which special exemption has been granted by the Ministry of Shipping.

8. **Berth Reservation**

(i). A shipping line requiring advance reservation for a container ship should give its scheduled arrival of ships at least 3 months in advance. In the case of other vessels, a minimum notice of 1 month should be given. The shipping line should also intimate the expected stay of the ship at the berth at the time of asking for berth reservation.

(ii). A berth reservation equal to berth hire charges for single day (24 hours) or 25% of the berth hire for the expected stay of the ship at the berth, whichever is higher, will be charged.

(iii). If the shipping line does not bring the ship at the pre-reserved time, then the berth reservation fee paid in advance will be forfeited.

(iv). Liner ships should arrive within 6 hours of the commencement of the time reserved for the berths and non-liner ships should arrive within 24 hours of the time indicated for arrival of the ship.

CHAPTER – III
SCHEDULE OF WHARFAGE CHARGES

The rates to be paid for the use of wharves, jetties and landing places (hereinafter referred to as Wharfage dues) on goods landed at or shipped from the Port of New Mangalore shall be as specified below: -

3.1. **Break-Bulk Cargo:**

		Advalorem Rates	
Sl. No.	Description of cargo Break Bulk Cargo	Foreign	Coastal
1.	Spices (cardamom, ginger, turmeric, corriander seed, pepper, chillies, etc.)	0.02%	0.012%.
2.	Fish dried, fresh, salted preserved or frozen prawns, frog legs and lobsters preserved or frozen	0.08%	0.048%
3.	Yarn, cotton and wool raw waste or manufactured staple fibre	0.08%	0.048%
4.	Arecanuts, beedi leaves and beedies, coffee instant, coffee essence or powder, mangnesite illuminates monozite bauxite rutile sand, sandal wood logs, and product, Tea, Coffee/Coffee husk, tobacco	0.10%	0.060%
5.	Asphalt, Bitumen	0.32%	0.192%

6.	Artificial silk piece goods twists or yarn, beer in cases/casks, Clothes textile and hosiery etc., Cycles, Distempers color paints polishes etc., Electrical goods, Disinfectant, Motor cars, Lorries, Tractors, Motor-cycle, Scooter, Three wheelers etc., Soap bars laundry and household, Wine and Liquor, Machine and Machinery not otherwise rated, Fruits in can bottle	0.40%	0.240%
7.	Bricks and tiles, Chemicals, Soda-ash, vegetables	0.60%	0.360%
8.	Any other non-bulk items	0.40%	0.240%

Note:

1. Advalorem rates shall be based on FOB value for exports, CIF value for imports and the value as given in Coastal bill of lading for coastal cargo.

3.2. Bulk cargo

Sl.No.	Cargo	Unit	Rate (in Rs)	
			Foreign	Coastal
1	**(a) Finished Fertilizers**			
	MOP, Urea, DAP NPK, CAN	MT	35	21
	Ammonia Sulphate and any other Finished fertilizers			
	(b) Fertilizer Raw Materials			
	Sulphur / Rock phosphate	MT	40	24
2	**Food Grains and Food Products**			
	(a) Rice, Wheat, Maize, Pulses (bags / bulk)	MT	40	24
	(b) Sugar, Sugarcandy or Cube (bags / bulk)	MT	40	24
3	**P.O.L.**			
	(a) Motor spirit	MT	70	70
	(b) Superior Kerosene Oil	MT	70	70
	(c) Diesel oil	MT	70	70
	(d) Crude oil	MT	70	70
	(e) Naphtha	MT	70	70
	(f) Furnace oil	MT	70	70
	(g) Grease	MT	65	65
	(h) Asphalt / coaltar /bitumen	MT	65	65
	(i) Others	MT	70	70
4	**Other Chemicals**			
	(a) Ammonia Liquid or Gas	MT	70	42
	(b) Phosphoric Acid	MT	60	36
	(c) Sulphuric Acid	MT	60	36
	(d)Orthoxylence	MT	60	36
	(e) Styrene Monomer	MT	60	36
	(f) Ethylene Dicholoride (E.D.C.)	MT	60	36
	(g)Cycloheyanone	MT	60	36
	(h) Cumene	MT	60	36
	(i) Methanol	MT	60	36
	(j) Phenol	MT	60	36
	(k) Caustic Soda Dye	MT	60	36
	(l) Acids / Chemicals of all kinds in crystals liquids not specified above	MT	60	36
5	**Edible Oil & Other Liquids**			
	(a) Palm oil, vegetable oil etc.	MT	50	30
	(b) Oil seeds	MT	50	30
	(c) Molasses	MT	50	30
6	**Iron & Steel Materials**			
	(a) Iron and steel plates, pipes, tubes steel wire coils (irrespective of the weight of individual piece)	MT	50.00	30.00
	(b) Iron and steel scraps and drops	MT	40.00	24.00
	(c) Pig iron / Sponge Iron	MT	50.00	30.00
	(d) Plant and Machinery	MT	130.00	78.00

Sl.No.	Cargo	Unit	Rate (in Rs)	
			Foreign	Coastal
7	**Granite in any form**	MT	45.00	27.00
8	**Ores / Metals**			
	(a) Manganese ore	MT	30.00	18.00
	(b) Perlite ore	MT	30.00	18.00
	(c) Chromate ore	MT	30.00	18.00
	(d) Bentonate & ballclay, sand / clay of any class	MT	20.00	12.00
	(e) Zinc concentrate	MT	105.00	63.00
	(f) Copper concentrate	MT	40.00	24.00
	(g) Copper cathode	MT	125.00	75.00
	(h) Copper wire, rods, cables, bars blocks	MT	100.00	60.00
	(i) Limestone	MT	35.00	21.00
	(j) Aluminium and Tin	MT	110.00	66.00
	(k) Iron ore other than KIOCL	MT	35.00	35.00
	(l) Any other ore in bulk	MT	35.00	21.00
9	**Gas**			
	LPG / LNG or any other gas in any other form	MT	180.00	108.00
10	**Timber & Allied Products**			
	(a) Timber of all kinds of logs including plywood.	CBM	50.00	30.00
	(b) Wood pulp and wood chips	MT	40.00	24.00
	(c) Papers of all kinds including waste papers	MT	50.00	30.00
11	**Coal and Coke in bulk**			
	(a) Thermal Coal	MT	25.00	25.00
	(b) Coal (other than Thermal coal) and coke	MT	25.00	15.00
12	**CEMENT**			
	(a) Upto 3.00 lakh tonnes per annum	MT	60.00	36.00
	(b) Above 3.00 lakhs tonnes and upto 4.00 lakhs tonnes per annum	MT	50.00	30.00
	(c) Above 4.00 lakh tonnes per annum	MT	40.00	24.00
13	**Gypsum / Clinker**	MT	30.00	18.00
14	**Others**			
	(a) Raw cashew nuts	MT	35.00	21.00
	(b) Cashew kernels	MT	55.00	33.00
	(c) Cashew shell liquid	MT	40.00	24.00
	(d) Coir and coir products	MT	55.00	33.00
	(e) Ferro silicon	MT	40.00	24.00
	(f) Jute and Jute products	MT	100.00	60.00
	(g) Defence stores equipment	MT	130.00	78.00
	(h) Oil cakes and fodders of all kinds	MT	30.00	18.00
	(i) Unaccompanied personal effects	MT	100.00	60.00
	(j) Baggages accompanying passengers or Seamen free and personnel baggages, Horses and Carriages / accompanying Military personnel moving on duty Embarking from vessels and the Animal meats for providing food for them.		Nil	Nil
15	Structures loaded at MDL jetty	MT	100	60
16	Salt	MT	30	18
17	Rice Bran	MT	30	18
18	Tapioca chips, flour starch, waste & tamarind seed powder in bags	MT	50	30
19	Onion	MT	30	18
*20	* Corrigendum dated 14-7-06			

Notes:

1. No export cargo shall be admitted into the port premises without the permission in writing of the authorised official of the port. Normally export cargo for a vessel shall be admitted only after the vessel is opened for export.
2. Wharfage shall be in addition to any charges towards rent for storage of goods in the quays, warehouses, transit sheds or landing places of the port of New Mangalore.

3. Request for amendment in import / export applications or documents shall be accompanied by a fee of Rs.10/- which shall not be refunded.

4. The cargo/container related charges for all coastal cargo/containers, other than thermal coal, POL including crude oil, iron ore and iron ore pellets, should not exceed 60% of the corresponding charges for normal cargo/container related charges.

5. **Method of calculating wharfage**:

(i). All goods intended for shipment shall be assessed on export application and wharfage shall be paid before the goods are shipped.

(ii). All goods landed within the limits of the port of New Mangalore shall be assessed on import application and the wharfage shall be paid before the goods are delivered.

(iii). The wharfage dues shall be calculated on the manifested tonnage of the vessel's cargo in the case of imports, iron and steel scrap, ores and other goods in bulk.

(iv). In the case of cargo other than that mentioned in sub-rule (iii), the wharfage shall be calculated in accordance with the unit specified against each item of the goods in the Schedule of Wharfage given above.

(v). The wharfage dues shall be calculated on the total tonnage of each item of goods. For this purpose, the gross and not the net tonnage of each package as specified in the relative invoice or other shipping document shall be taken, subject to fresh check by the Port if the circumstances so require. In the absence of these documents or in the absence of the specification of gross tonnage therein the tonnage arrived at by actual test-check shall be taken as gross tonnage.

(vi). For the purpose of calculating the dues in the Scale of rates –

(a). One unit by weight means 1 tonne (1000 kilograms)

(b). One unit by measurement means 1 cubic meter

(c). One unit by liquid measurement (capacity) means 1000 liters

(vii). In calculating the gross weight or measurement by volume or capacity of an individual item, fractions upto and including 0.50 shall be reckoned as 0.50 and fractions over 0.50 shall be reckoned as one unit.

(viii). Assessment on packages containing articles of a miscellaneous character shall be levied based on the rate applicable for individual cargo items.

(ix). Where marks are indistinguishable and the cargo is landed in bulk or under such conditions that the tonnage is not readily ascertainable in that case;

(a). if the cargo is landed at the Wharf, the tonnage shall be ascertained by taking the actual measurement and converting it at one cubic meter to a tonne,

(b). if the cargo is conveyed by craft from a vessel at the outer roads, the licenced carrying capacity of the craft shall be taken as the tonnage.

(x). Before classifying any cargo as 'unenumerated goods' the relevant Customs classification shall be referred to find out whether the cargo can be classified under any of the specific categories mentioned in the Schedule given above.

6. **Refund**:

(i). No refund of dues shall be made in respect of goods lost over board or jetties within the limits of the Port. However, in the case of goods thrown over board or jettisoned but not salvaged, refund of wharfage will be considered on production of a certificate from the authorised official of the Port Trust, justifying the circumstances under which the goods were jettisoned or thrown over board. In case the goods are salvaged and landed within the port limits, the wharfage dues would be charged on a pro-rata basis.

7. **Porterage (Handling of Cargo) at wharf or jetties.**

(i). The port shall not assume custody of any export cargo and handle the same at the wharf or jetties.

(ii). The port may assume custody at shore and convey to transit space and sort for delivery all import general cargo and other cargo for which overside delivery direct from ships is permitted in special case by the port and the Customs except the bulk cargo and for this service in addition to wharfage, the following charges shall be levied namely.

(a). Actual labour charges incurred by the port plus 20% overhead

(b). Crane hire charges as per rates prescribed in the Scale of Rates, if crane is provided by the port

(c). Fork lift hire charges as per rates prescribed in the Scale of Rates, if Forklift is provided by the port

(d). Overtime allowance admissible

(iii). In case of ship to shore transfer and transfer from quay / to storage yard operations in respect of coastal cargo eligible for concessional tariff, 60% of the rates prescribed in the above schedule will be levied.

8. **Tranship Goods**

(i). Cargo landed on and shipped from the wharf, except as otherwise provided shall be charged full wharfage. The transhipment charges in respect of coastal cargo/vessel shall be at the concessional rate as prescribed for coastal cargo.

(ii). Though cargo originally manifested at Port of shipment for transhipment landed on the Wharf and cargo manifested for local and subsequently amended at the port of New Mangalore for transhipment shall be charged 85% of the applicable wharfage.

(iii). Cargo discharged overside or shipped overside (ship to ship) shall be charged 50% of the applicable wharfage rate except in respect of food grains manifested for Indian Ports and transhipped to smaller vessels from cargo tankers or bulk carriers within the port limits.

(iv). Wharfage shall be levied at Re.1/- per tonne on food grains manifested for Indian Ports and transhipped into a smaller vessel from tanker or bulk carrier at the Port. This charge shall not be levied in respect of transhipped quantity landed at this port.

(v). In case cargo from foreign port lands at NMPT for subsequent transhipment to an Indian Port on coastal voyages, 50% of the transhipment rate prescribed for foreign going and 50% of that prescribed for coastal leg shall be levied

9. **Goods exempted from wharfage**

The following categories of goods shall be exempted from the wharfage charges:

(i). Bonafide consumable/non consumable ship stores.

(ii). Passenger and seaman’s bonafide baggage and personal effects accompanying them.

(iii). Empty gunnies and twines sent to ship to facilitate landing or loading of cargoes in bulk or for replacing wet or torn bags.

(iv). Goods consigned to or by the New Mangalore Port Trust.

(v). Postal mail bags.

CHAPTER - IV
CONTAINER CHARGES

4.1. **Wharfage Charges**:

Sl. No.	Container Size	Rate per container			
		Empty		Loaded	
		Foreign (in Rs).	Coastal (in Rs.)	Foreign (in Rs).	Coastal (in Rs.)
1.	Upto 20’	60.00	36.00	300.00	180.00
2.	Above 20’ and upto 40’	90.00	54.00	450.00	270.00
3.	Above 40’	120.00	72.00	600.00	360.00

4.2. **Storage Charges**

Sl. No.	Container Size	Rate per container Per day or part thereof	
		Foreign (in US $)	Coastal (in Rs)
1.	Upto 20’	0.214	9.53
2.	Above 20’ and upto 40’	0.321	14.30
3.	Above 40’	0.428	19.07

Notes:

1. 1 day free period shall be allowed on containers whether landed/shipped either empty or stuffed.
2. Free period prescribed above excludes Customs notified holidays and port’s non-working days.
3. The storage charges on abandoned FCL containers/shipper owned containers shall be levied upto the date of receipt of intimation of abandonment in writing or 75 days from the date of landing of container, whichever is earlier subject to the following conditions:

(i). The consignee can issue a letter of abandonment at any time

(ii). If the consignee chooses not to issue such letter of abandonment, the container Agent/MLO can also issue abandonment letter subject to the condition that,

(a). the line shall resume custody of container alongwith cargo and either take back it or remove it from the Port premises; and

(b). the line shall pay all port charges accrued on the cargo and container before resuming custody of the container.

(iii). The container Agent/MLO shall observe the necessary formalities and bear the cost of transportation and destuffing. In case of their failure to take such action within the stipulated period, the storage charge on container shall be continued to be levied till such time all necessary actions are taken by the shipping lines for destuffing the cargo.

(iv). Where the container is seized/confiscated by the Custom Authorities and the same cannot be destuffed within the prescribed time limit of 75 days, the storage charges will cease to apply from the date the Custom orders for release of the cargo subject to lines observing the necessary formalities and bearing the cost of transportation and destuffing. Otherwise, seized/confiscated containers should be removed by the line/consignee from the Port premises to the Customs bonded area and in that case the storage charge shall cease to apply from the date of such removal.

4. Storage charge on container shall not accrue for the period when the NMPT is not in a position to deliver/ship container when requested by the user.

5. If operational area is licenced on rental terms to users, storage charge on containers/demurrage on cargo stored thereat shall not be levied again.

4.3. Rehandling Charges:

Container manifested for other destination, unloaded and reloaded in the same vessel in the same voyage, the following rates will be levied:

Sl.No.	Container Size	Rate per container			
		Empty		Loaded	
		Foreign (in Rs).	Coastal (in Rs.)	Foreign (in Rs).	Coastal (in Rs.)
1.	Upto 20’	30.00	18.00	50.00	30.00
2.	Above 20’ and upto 40’	45.00	27.00	75.00	45.00
3.	Above 40’	60.00	36.00	100.00	60.00

General Notes:

1. Wharfage on containers is collected irrespective of the contents of the containers.

2. The stuffed cargo removed from the container and cargo meant for stuffing in the container stacked in transit area other than the space allotted on lease for that purpose will be liable for demurrage as applicable to the cargo specified in Chapter V Demurrage.

(i). Containerised import cargo
For levy of demurrage, the free days for import cargo destuffed from the container shall count from the date following the date of destuffing.

(ii). Containerised Export cargo
For levy of demurrage, the free days for export cargo shall be reckoned from the date on which cargo is admitted in the transit area and demurrage leviable, if any shall be computed from the day following the completion of free days till the cargo has been stuffed into containers.

3. The applicant shall accept all risks and responsibilities for goods stored at the rental space allotted and shall make his own arrangement for security of the goods stored in such spaces. Hire charges for port equipment whenever utilised by the shipper will be charged separately according to the Scale of rates in force from time to time.

4.4. Hire Charges of Spreaders for Container Handling:

Sl.No.	Description	Rate per hour or part thereof
1.	20’ Spreader	150.00
2.	40’ Spreader	225.00

4.5. Container Handling Charges:

Sl.No.	Description	Empty Container		Laden Container	
		Foreign (in Rs).	Coastal (in Rs.)	Foreign (in Rs).	Coastal (in Rs.)
1.	20’ Container	122.00	73.20	256.00	153.60
2.	Above 20’ and upto 40’ container	183.00	109.80	384.00	230.40
3.	Above 40’ Container	244.00	146.40	512.00	307.20

4.6. Electricity and Monitoring charges for Reefer container:

Sl.No.	Description	Rate per 4 hours or part thereof
1.	Upto 20’ container	Rs 117.00
2.	Above 20’ and upto 40’ containers	Rs.142.00
3.	Above 40’ containers	Rs.167.00

Notes:

1. No private equipment shall be permitted into the port premises without prior permission of the NMPT.

2. The hire charges shall commence from the time the equipment is made available for use.
3. If the equipment is detained without use, detention charges shall be leviable at the rate of Rs.100 per hour or part thereof.
4. A charge of Rs.300 per equipment will be recovered if a requisition is cancelled in writing before the commencement of the period of hire, provided no such charges shall be recovered if the notice of cancellation was received before action was taken by the NMPT to comply with the requisition. In case where no written notice of cancellation is received before the commencement of the period of hire or where the equipment is used only for a portion of the period applied for, charges payable for the full period of requisition shall be recovered. If the NMPT is unable to supply the equipment to suit their convenience either for the entire period of requisition or for a part thereof, no charge shall be recovered for the period of non-supply of the equipment.
5. (i). The hirer shall not put on the equipment hired or cause to be put on them by his agents or employees or other persons working under such hirer, any load heavier than the lifting capacities of the said equipment.
   (ii). The hirer shall be liable to pay a penalty of Rs.500 per every breach of the above condition whenever he is found guilty of such breach by the NMPT.
   (iii). The cost of damage, if any, caused to the equipment by its being used in contravention of the above condition, shall, in addition to the penalty referred to above, be recovered from the hirer and shall include even the replacement value of the equipment if the damage caused makes such a recovery necessary. On admittance of the claim of damages of the equipment from the Insurance Company, the same shall be refunded to the hirer from whom the cost of the damage was collected.
6. The NMPT shall not be responsible to the hirer or any person for any loss or damage or injury to the life of the person arising directly or indirectly from the use of the equipment during the period of its supply for hire. The hirer shall indemnify the NMPT against all loss or damage or injury to life arising directly or indirectly from the use of the equipment during the period of the supply on hire to any property belonging to the Port including the equipment, or to any other person or property. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the port. The hirer shall also indemnify the NMPT for all liabilities under the Workmen's Compensation Act, 1923.
7. When equipment are requisitioned for a specified number of hours but are made available not continuously but at different times to suit the convenience of the Port, charges shall be calculated as if the hire was for a continuous period by totaling up the broken periods of work instead of rounding off each spell of work separately.
8. In case of breakdown of equipment due to mechanical defects, the period taken to repair shall be deducted in calculating the hire charges.
9. Wherever separate rate for coastal container handling are not prescribed, the admissibility and the extent of concession will be governed by clause (v) of Schedule 1.2. – General Terms and Conditions.

CHAPTER-V
DEMURRAGE

5.1.1. Imports

Demurrage charges at the following rates shall be levied in respect of all goods left in the port's transit sheds or open space after the expiry of the free days and free periods till their delivery is effected.

Sl. No.	Classification	Unit	Rate
1.	Goods lying in the Transit sheds or in the open transit space except on which the rate of wharfage dues is fixed for each or by number.	Per wharfage unit per day	(a) 1st week Rs.3.00 (b) 2nd weekRs.5.00 (c) Succeeding period Rs.7.00
2.	Goods lying in the transit shed on which wharfage is charged on advalorem basis	Per CBM per day	(a) 1st week Rs.3.00 (b) 2nd weekRs.5.00 (c) Succeeding period Rs.7.00

Notes:

1. Free days

(i). Free days prescribed below shall exclude Custom's holidays and Port's non-working days.

(ii). Seven working days (excluding Customs holidays and Port's non working days) following the date of the complete discharge of the goods from the vessel on to jetties, quays or wharves shall be allowed as free period.
When goods are landed from the vessel into lighters, barges or other floating craft, the seven working days shall be calculated from the date of complete discharge of goods from the lighters, barges or other floating craft on the jetties, quays or wharves.

(iii). In the case of salvaged goods, the free days shall be reckoned from the day following the date of notification of salvage by the Receiver or wrecks in the Official Gazette of Karnataka State.

2. Free period : The following free periods shall be allowed in addition to the free days prescribed above:

(i). Periods during which the goods are detained by the Collector of Customs for examination under sub-section (3) and (4) of section 144 of the Customs Act 1962 (152 of 1962), other than the ordinary process of than appraisement and certified by the Collector of Customs to be not attributable to any fault or negligence on the part of importers, plus one working day. The Customs holidays shall also be treated as free periods in addition.

(ii). Periods during which the goods are detained by any public Health Authority whether cleared or destroyed.

3. Survey of Goods

If the goods are detained for survey, then a period not exceeding seven days excluding Customs holidays and Port's non-working days, from the date of completion of discharge from the vessel may be excluded while calculating the demurrage charges provided the goods are removed within twenty four hours after the completion of the survey.

4. Empty or partially empty packages.

Demurrage charges shall be payable on packages landed empty or partially empty.

5. Demurrage Charges on Sunday and Port Holidays

Once demurrage charges begin to accrue, no allowance shall be made for Sundays and port holidays

6. Delivery of Goods

Goods shall not be delivered to owners or consignees unless all dues leviable thereon, including demurrage charges are paid

7. Congestion of Goods.

If at any time the Port apprehends a serious congestion in the transit area which may affect rapid transit of goods through the Port, it may direct the owners or consignees of any specified goods to remove such goods from the port premises within a specified period.

8. If the goods are not removed within a specified period, the Port may cause them to be removed and restacked in any other place within the Port premises at the expense and the sole risk of the owner or consignees. Goods so removed shall be charged demurrage charges at the rates prescribed in the Schedule of Demurrage (Imports) at (c) in Sl.No.1 or 2 whichever is applicable.

5.1.2. Exports

Demurrage at the rate of Rs.3.00 per wharfage unit and/or at Rs.3.00 per CBM per day for all cargo charged at Advalorem rate, shall be levied after the expiry of the free days.

Notes:

1. Free days

(i). Free days shall exclude the Customs holidays and Port's non-working days.

(ii). All cargo except salvaged goods (a) Twenty one days free days (excluding Customs holiday and Port's non-working days) from the actual date of receipt of the goods in the transit area. (b) From the date the vessel is berthed for working cargo to the date the vessel completes loading.

(iii). For salvaged goods, three days free days (excluding Customs holiday and Port's non-working days) from the date on which the goods were actually salvaged.

2. Shut out cargo

(i). In the case of goods shut out from shipment and if removed outside, in addition to the free days mentioned in Note 1, the working day next to the date of completion of taking in of the exports by the vessel will also be allowed as a free day.

(ii). In the case of goods shut out by one vessel and subsequently shipped by another vessel, the free days shall count from the date of the first shut out, upto ten days excluding Customs holiday and Port's non-working days. The total free period, however, shall not be more than 21days as specified in Note 1.

(iii). Cargo intended for export but not actually shipped will be allowed free days upto only seven days excluding Customs holiday and Port's non-working days from the actual date of receipt of the goods in the transit area.

3. Free Periods

In addition to the free days, prescribed above the periods, that is periods during which goods are detained by the Collector of Customs for examinations under Sub section (3) and (4) of Section 17 and for chemical test under Section 144 of the Customs Act, 1962, other than the ordinary processes or appraisement and certified by the Collector of Customs to be not attributable to any fault or negligence on the part of the exporters, plus one working day shall also be allowed as free period. The Customs holidays shall also be treated as free periods in addition.

4. Congestion of Goods

If at any time the Port apprehends a serious congestion in the transit sheds or other spaces allotted for the goods in transit to the detriment of the rapid transit of goods through the Port, it may direct the owner or consignor or Agents of any specified goods to remove such goods from the Port premises within a specified period. If the goods are not removed within such period, Port may cause them to be removed and restacked in any other place within the Port premises at the expense and the sole risk of the owner or shipper/agents. Demurrage charges shall be levied on such goods in accordance with the rate specified for demurrage on export cargo.

5. Transhipment of Goods

The free period shall be allowed for the transhipment cargo up to 28 days excluding Customs holiday and Port's non-working days from the date of receipt of the goods.

General Notes:

1. Demurrage charge on both import and export cargo shall not accrue for the period when the NMPT is not in a position to deliver/ship cargo when requested by the user.
2. If operational area is licenced on rental terms to users, demurrage charge on cargo stored thereat shall not be levied again.

CHAPTER – VI
OTHER CHARGES

6.1. Charges for supply of water

Description	Rate per K.L./Tonne	
	Foreign-going vessels (in US $)	Coastal Vessels (in Rs.)
Water Charges	3.50	93.55

6.2. Charges for use of bunkering facility alongside berths

Sl.No.	Description	Rate per M.T. (in Rs).
1.	For providing bunkers alongside berth (s) through fixed pipelines or loading arms or flexible hoses of users or through mobile trucks / trailers.	27.00

6.3. Marshalling yard usage charges

Sl. No.	Description	Rate per M.T. (in Rs).
1.	Use of Marshalling yard only	8.00
2.	Use of Marshalling yard including private sliding inside the wharf	10.00

6.4. Fees for issue of licence to C & F Agency

Sl.No.	Description	Rate (in Rs.)
1.	New Licence	5000.00 for two calendar years
2.	Renewal within the period of licence for a further period of two calendar years.	1000.00 per licence
3.	For issue of duplicate licence when the original is lost or defaced	200.00 per licence

Note:

Renewal of licence shall be effected only if the licence was utilised and transacted activities at the port during the pervious licence period. Failure to renew the licence within the specified period entails cancellation of the licence.

6.5. Fees for issue of licence to Steamer Agency

Sl. No.	Description	Rate (in Rs.)
1.	New Licence	5000.00 per licence

2.	Renewal within the period of licence for a further period of two calendar years.	1000.00 per licence
3.	For issue of duplicate licence when the original is lost or defaced	200.00 per licence

Note:
Renewal of license shall be effected only if the licence was utilised and transacted activities at the port during the pervious licence period. Failure to renew the licence within the specified period entails cancellation of the licence.

6.6. Charges for hire of launches and tugs within the limits of the port

I. Tugs

Sl.No.	Name of the vessel	Rate per hour or part thereof	
		Foreign-going vessels (in US $)	Coastal vessels (in Rs.)
1.	22.50 T.B.P Hemavathi	612.75	16,379.00
2.	32.50 T.B.P. Varahi/Shambhavi/Swarna	1,187.20	31,734.00
3.	50.00 T.B.P Kabini	1,761.64	47,089.00

Note:
For use of the above tugs by Indian Navy and Coast Guard, only 60% of the rate prescribed above shall be levied.

II. Launches

Sl.No.	Name of the vessel	Rate per hour or part thereof	
		Foreign-going vessels (in US $)	Coastal vessels (in Rs.)
(a).	Multi purpose vessel M.V. Mallya	1148.90	30,710.00
(b).	Mooring Launches		
	Tunga/Bhadra/ Shalini/Mohini/Padmini	114.89	3071.00
(c).	Pilot Launches		
	Kavery/Kapila/Mallika	291.05	7780.00
(d).	Survey Launch		
	Anveshana	230.82	6170.00

6.7. Hire Charges for cargo handling equipment

Sl.No.	Equipment	Rate per hour or part thereof (in Rs).	
1.	Coles Husky 680S of 75 MT capacity	2,100.00	
2.	TIL – GROVE 75 MT capacity Mobile Crane (RT 880)	3619.00	
3.	10 MT capacity Fork Lift Truck	530.00 subject to a minimum of Rs. 2120.00	
4.	Tata Truck Model LPT 909/36	417.00 subject to a minimum of Rs.3336.00	
5.	Escorts Model 8100, 10MT capacity Hydraulic crane	Rs.650.00 subject to a minimum of Rs.1300.00	
		Foreign-going (in Rs.)	Coastal (in Rs.)
6.	Hindustan 2021 Pay loader	780.00	468.00
7.	3 ton Forklift Trucks	90.00 subject to a minimum of Rs.180	54.00 subject to a minimum of Rs.108

Notes:

1. No private equipment shall be permitted into the port premises without prior permission of the NMPT.
2. The hire charges shall commence from the time the equipment is made available for use.
3. If the equipment is detained without use, detention charges shall be leviable at the rate of Rs.100 per hour or part thereof.
4. A charge of Rs.300 per equipment will be recovered if a requisition is cancelled in writing before the commencement of the period of hire, provided no such charges shall be recovered if the notice of cancellation was received before action was taken by the NMPT to comply with the requisition. In case where no written notice of cancellation is received before the commencement of the period of hire or where the equipment is used only for a portion of the period applied for, charges payable for the full period of requisition shall be recovered. If the NMPT are unable to supply the equipment to suit their convenience either for the entire period of requisition or for a part thereof, no charge shall be recovered for the period of non-supply of the equipment.
5. (i). The hirer shall not put on the equipment hired or cause to be put on them by his agents or employees or other persons working under such hirer, any load heavier than the lifting capacities of the said equipment.
   (ii). The hirer shall be liable to pay a penalty of Rs.500 per every breach of the above condition whenever he is found guilty of such breach by the NMPT.
   (iii). The cost of damage, if any, caused to the equipment by its being used in contravention of the above condition, shall, in addition to the penalty referred to above, be recovered from the hirer and shall include even the replacement value of the equipment if the damage caused makes such a recovery necessary. On the recovery of the claim of damages of the equipment from the Insurance Company, the amount admitted by the Insurance Company shall be refunded to the hirer.
6. The NMPT shall not be responsible to the hirer or any person for any loss or damage or injury to the life of the person arising directly or indirectly from the use of the equipment during the period of its supply for hire. The hirer shall indemnify the NMPT against all loss or damage or injury to life arising directly or indirectly from the use of the equipment during the period of supply on hire to any property belonging to the Port including the equipment, or to any other person or property. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the Port. The hirer shall also indemnify the NMPT for all liabilities under the Workmen's Compensation Act, 1923.
7. When equipment are requisitioned for a specified number of hours but are made available not continuously but at different times to suit the convenience of the Port, charges shall be calculated as if the hire was for a continuous period by totaling up the broken periods of work instead of rounding off each spell of work separately.
8. In case of breakdown of equipment due to mechanical defects, the period taken to repair shall be deducted in calculating the hire charges.
9. Wherever coastal rate are not prescribed for cargo/ container handling, the admissibility and extent of concession will be governed by clause (v) of Schedule 1.2. – General Terms and conditions.

6.8. Miscellaneous Charges.

1. Charges for taking photographs or shooting films in the harbour premises:

Sl.No.	Classification	Rate (in Rs).
1.	For shooting of films by film making company or private parties	10,000 per day or part thereof
2.	For still photographs of export/import cargoes	400 per day or part thereof
3.	For taking photographs of the parties or of the crew on Board the ships and in case not covered in clauses (1) & (2) above.	50.00 per each time for each party

Notes:

1. The permission shall be issued by the NMPT or any official authorised by it.
2. Still photographs taken and shooting film by the State and Central Govt. for education and scientific purposes and in connection with Govt. publicity and shipping activities are exempted from paying charges.
3. Any other cases of taking still photographs and shooting of films within the perimeter wall or in the Port premises shall be at the discretion of the NMPT on merit of each case.
4. The charges shall be paid in advance and no refund of such payments shall be allowed for any failure/cancellation of the programme.

5. If the cancellation of programme is at the instance of the Port or under extraordinary circumstances the charges paid shall be refunded subject to the claim in time.
6. The hire charges for any craft and or appliance of the Port if any, that are supplied and used by the film making company or by those taking photographs shall be levied as per the respective provisions of the Scales of Rates in addition to charges payable under this scale.

II. Fees for issue of passes / licence for entry into the wharf:

Sl.No.	Classification	Rate (in Rs.)
1.	For issue of temporary pass for admission into the Harbour (per head, per day)	2.00
2.	Temporary pass for bus, authorised trucks Carrying passengers (per vehicle per day)	50.00
3.	Temporary pass for trucks/trailors/tipper (per day)	10.00
4.	Temporary pass for Car/Jeep/Van (per day)	6.00
5.	For private cargo handling equipment (per day)	75.00
6.	Issue /renewal of permanent photo pass (per head)	100.00
7.	Issue of duplicate photo pass (per head)	250.00
8. (a).	Permanent vehicle pass for trucks/trailors /tippers for six months for one year for duplicate	500.00 800.00 250.00
(b).	Permanent vehicle pass for car/jeep/van for six months for one year for duplicate	380.00 600.00 250.00
9.	Permanent pass for private cargo handling equipments for six months for one year	2500.00 4000.00
10.	Entry fees for cargo trucks entering the Bounded area of the Port - payable by C&F Agent per entry	10.00

Notes:

1. The licence shall be issued by the NMPT or any official authorised by it.
2. The payment of the charge will not automatically entitle a person to get a pass.
3. The temporary pass shall be valid for a day for which it is obtained from zero to zero hours.
4. The NMPT may issue temporary passes free of charge to the distinguished guests to the port, visiting staff of other Major Ports and other Govt. Officers/officials connected with the Port Trust and visiting the wharf on official duty. No charges shall also be collected from the employees of the Port holding valid identity cards and other shipping interests holding valid photo passes issued by the NMPT.
5. Only persons who have harbour entry passes will be issued with temporary vehicles licence on payment of the above prescribed fee and it is not transferable.
6. No refund will be allowed for the charges once paid for temporary vehicle licences issued by the port.
7. Drivers of vehicles (with permanent licence) are exempted from the payment for entry into the wharf.
8. No refund will be allowed for the charges once paid for the licences issued for the vehicles covered by item above for unexpired period of licence.
9. Failure to apply for the renewal of the annual or half yearly licence within 15 days, before the day of expiry thereof may entail cancellation of the licence or levy of penalty of Rs.30/- per vehicle in addition to the renewal fee.
10. A fee of Rs.30/- shall be charged for transfer of each annual or half yearly licence due to change of ownership of the carriers.
11. A sum of Rs.30/- shall be charged for the issue of a duplicate annual or half yearly licence when the original is defaced or illegible or is lost.
12. Vehicles i.e. carriers of goods belonging to the New Mangalore Port Trust and other Major Port Trusts alone shall be exempted from holding a licence.
13. Any other vehicles not covered by above may be exempted from charge under the scale of Rates at the discretion of the NMPT.
14. No refund is permissible for the unexpired period of licence.

15. Whenever damage to the NMPT property is caused by any vehicle plying within the NMPT foreshore premises, the owner of the vehicle shall accept liability thereof and pay the damages resulting therefrom.

III. Fees for the hire of weighing scale and for the issue of certificates of weights:

(1).	For hire of weighing scales	:	Rs.1.00 per tonne or part thereof.
(2).	For issue of certificate of total tonnage of cargo	:	Rs.3.00 per tonne or part thereof for weighment of consignment (i.e. for goods covered by one application) subject to a minimum of Rs.15/- per certificate.

Notes:

1. The attendant labour shall be supplied by the parties concerned in all cases.
2. Charges shall be levied in accordance with the above scale when it is necessary for the port to weigh goods, e.g. for the purpose of assessing the amount of wharfage payable in respect of the goods.
3. No refund of hire charges shall be allowed in case a notice of cancellation of requisition is not sent to the authorised officer of the NMPT in writing so as to reach him at least 2 hours prior to the commencement of the period of hire.
4. A fee of Rs.10/- each shall be levied for a duplicate certificate of payment issued by the port authorities.

IV. Charges for the use of weigh bridges

(1).	Weighment of cargo on the Port Lorry weigh bridge	:	Rs.15 per truck both ways.
(2).	For issue of weighing certificate	:	Rs.25/- per certificate in addition to the charge prescribed at (1) above.
(3).	Charges for weighing wagon in Railway weigh bridge	:	Rs.45 per Broad gauge wagon.

Notes:

1. The weighbridge shall be used only for weighing lorries or carts etc, with or without loads.
2. The fee under item (1) above shall cover hire charges of passing the cart or lorry etc, both empty and loaded over the weighing platform. The fee under item (2) above shall be payable in addition for the issue of certificate showing both the tare and loaded weight of the vehicle.
3. If any empty lorry after recording the tare weight on the ports weigh bridge within the wharf area is not brought to the ports weigh bridge during the same day with a load for recording the gross weight, a fee of Rs.5.00 per lorry shall be payable by the party on whose behalf the tare weight is asked to be recorded.
4. The weigh bridge shall be manned by the NMPT.
5. The NMPT shall not be responsible to the hirer or any person for any loss or damage or injury to life arising directly or indirectly from the use of the weigh bridge during the period of its hire. The hirer shall indemnify the NMPT against all loss or damage or injury to life arising directly or indirectly from the use of the weigh bridge to any other person or property. The liability of the hirer shall not be affected by the fact that such loss or damage or injury to life may have arisen due to any act or default of any employee of the port. The hirer shall also indemnify the NMPT for all liabilities under the Workmen's Compensation Act, 1923.

V. Charges for issue of entry and clearance Certificate:

Charges for issue of entry and clearance certificate to Master/Owner/Agent of vessel which calls at the Port for crew change and anchor within or beyond port limits without discharging or loading any cargo or passenger.	Rs.1000.00 per Certificate

CHAPTER – VIII

Levy of charges for registered cargo handling wing.

The charges for obtaining services of cargo handling worker from New Mangalore Port Trust Registered Cargo Handling Workers' Administrative Wing shall be as follows:

8.1. Levy on basic wages of the concerned workers.

Sl. No.	Description	Percentage of levy on the basic Wages of the workers concerned
(i).	All export containerized cargo only.	160%

(ii).	All gangs consisting of 8 or more hatch workers and its corresponding shore gangs for discharge/loading of cargo	160%
(iii).	All other gangs consisting of less than 8 Hatch workers and its corresponding shore gang	180%
(iv).	All other cargo handling operations in the Port like unloading from transit shed, Stack yard, open stack yard, etc.	180%

Note:
The levy at the rates indicated above is in addition to the actual wages earned by the worker including incentive wages calculated as per the respective clauses of prevailing settlement/scheme and payable to the NMPT by the licenced stevedores.

Additional special levy

Sl.No.	Particulars	Percentage of levy
1.	All gangs consisting of 8 or more Hatch workers and its corresponding shore gangs for discharge/loading of cargo	15%
2.	All gangs consisting less than 8 Hatch workers and its corresponding shore gangs.	20%
3.	All other cargo handling operations in the Port like unloading from transit shed, Stack yard, open stack yard, etc.,	20%

Notes:
1. The special levies prescribed above will be levied in addition to the normal levy for deployment of RCHW workers for general cargo and bulk cargo except for container handling.
2. Additional levy - I will automatically cease to be in operation once the wage arrears liability of Rs.1,97,47,611.60 is fully recovered by the Port through this levy.

TRAFFIC MANAGER

TARIFF AUTHORITY FOR MAJOR PORTS

CORRIGENDUM

Mumbai, the 14th July, 2006

(Passed on this 11th day of July, 2006)

No.TAMP/42/2005-NMPT.- This Authority had passed an Order on 11th May 2006 in case No.TAMP/42/2005-NMPT relating to the general revision of the Scale of Rates of the New Mangalore Port Trust(NMPT). This Order and the (revised) Scale of Rates were notified in the Gazette of India Extraordinary(Part-III Section 4) on 13th June 2006 vide Gazette No.99

2. It has been noticed that some mistakes have occurred in the consolidated Scale of Rates notified on 13th June 2006. The corrections to be made in the Scale of Rates are given below:

(i) Sl.No.20 to be inserted in Schedule 3.2 – Bulk Cargo under Chapter III, Schedule of Wharfage charges of the English version of the Scale of Rates as given below

Sl. No.	Cargo	Unit	Rate in Rs.	
			Foreign	Coastal
20	Unenumerated goods other than the above specified	MT	65	39

(ii) The Schedule relating to Additional Special Levy under Chapter-VIII Levy of charges for registered cargo handling wing is to be read as follows:

8.2. Additional special levy

Sl. No.	Particulars	Percentage of levy
1	All gangs consisting of 8 or more Hatch workers and its corresponding shore gangs for discharge/loading of cargo	20%
2	All gangs consisting less than 8 Hatch workers and its corresponding shore gangs	25%
3	All other cargo handling operations in the Port like unloading from transit shed, stack yard, open stack yard, etc.	25%

A.K. BONGIRWAR, Chairman
[No. ADVT.III/IV/143/06-Exty.]

P.D. 95 TRAFFIC MANAGER